

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

94-26-51 McDonnell Douglas: Amendment 39-9120. Docket 94-NM-234-AD.

Applicability: All Model MD-11 series airplanes, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (d) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent degradation of the landing capability of these airplanes, accomplish the following:

(a) Within 24 hours after the effective date of this AD, revise the Limitations Section of the FAA-approved MD-11 Airplane Flight Manual (AFM), page 5-3, Flight Guidance, Automatic Landing Section, to include the following restriction. This may be accomplished by inserting a copy of this AD in the AFM.

"Autoland operation below 100 feet above ground level (AGL) is prohibited. The autopilot must be disconnected prior to descent below 100 feet AGL."

(b) Accomplishment of the inspections and tests specified in paragraphs (b)(1) and (b)(2) of this AD, in accordance with McDonnell Douglas MD-11 Alert Service Bulletin A34-57, dated December 19, 1994, constitutes terminating action for the AFM revision required by paragraph (a) of this AD. Following accomplishment of the inspections and tests, the AFM revision may be removed from the AFM.

(1) Perform an inspection to determine if the connector nut of the four coaxial connectors on the back of the radio altimeter receiver/transmitter is loose.

(i) If no loose nut is found, prior to further flight, loosen the nut until finger tight, retorquing the nut to 10 to 15 inch pounds, and mark the nut with a torque stripe. Thereafter, repeat the inspection at intervals not to exceed 500 hours time-in-service.

(ii) If any loose nut is found, prior to further flight, tighten the nut to a torque of 10 to 15 inch pounds, and mark the nut with a torque stripe. Thereafter, repeat the inspection at intervals not to exceed 500 hours time-in-service.

Note 2: Retorque is not necessary during repetitive inspections if the torque stripe is

in line, as specified in the alert service bulletin.

(2) Perform a leakage indication test to verify the integrity of the radio altimeter antenna system. Prior to further flight, correct any discrepancy found. Thereafter, repeat the test at intervals not to exceed 500 hours time-in-service.

(c) Within 15 days after the effective date of this AD, install -905 flight control computer (FCC) software in accordance with McDonnell Douglas MD-11 Service Bulletin 22-14, dated November 30, 1994.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Operations Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) The inspections, tests, and installation shall be done in accordance with McDonnell Douglas MD-11 Alert Service Bulletin A34-57, dated December 19, 1994; and McDonnell Douglas MD-11 Service Bulletin 22-14, dated November 30, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from McDonnell Douglas Corporation, P.O. Box 1771, Long Beach, California 90801-1771, Attention: Business Unit Manager, Technical Administrative Support, Dept. L51, M.C. 2-98. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on February 6, 1995, to all persons except those persons to whom it was made immediately effective by telegraphic AD T94-26-51, issued on December 19, 1994, which contained the requirements of this amendment.

Issued in Renton, Washington, on January 6, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-793 Filed 1-19-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 94-AGL-30]

Establishment of Class E Airspace; Rantoul, IL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace to accommodate a new Very High Frequency Omnidirectional Range (VOR) runway 27 Standard Instrument Approach Procedure (SIAP) at Rantoul National Aviation Center Airport, Rantoul, IL. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed for aircraft executing the approach. The intended effect of this action is to provide controlled airspace for aircraft executing the SIAP.

EFFECTIVE DATE: 0901 UTC, March 30, 1995.

FOR FURTHER INFORMATION CONTACT: Jeffrey L. Griffith, Air Traffic Division, System Management Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (708) 294-7568.

SUPPLEMENTARY INFORMATION:**History**

On November 22, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Rantoul, IL (59 FR 60098). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations are published in Paragraph 6005 of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations establishes Class E airspace at Rantoul, IL, to accommodate a new VOR runway 27 SIAP at Rantoul National Aviation Center Airport, Rantoul, IL. Controlled airspace extending upward from 700 to 1200 feet AGL is needed for Instrument Flight Rules (IFR) operations in controlled airspace during portions of the terminal operation and while transiting between the enroute and terminal environments.

Aeronautical maps and charts will reflect the defined area which will enable pilots to circumnavigate the area in order to comply with applicable visual flight rule requirements.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only effect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR 1959–1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AGL IL E5 Rantoul, IL [New]

Rantoul National Aviation Center Airport, IL (Lat. 40°17'35" N., long. 88°08'18" W.)

That airspace extending upward from 700 feet above the surface within a 6.7-mile radius of the Rantoul National Aviation Center Airport, excluding those portions which overlie the Champaign, IL, and Paxton, IL, Class E airspace areas.

* * * * *

Issued in Des Plaines, Illinois on January 6, 1995.

Roger Wall,

Manager, Air Traffic Division.

[FR Doc. 95–1533 Filed 1–19–95; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 94–AGL–28]

Establishment of Class E Airspace; Chamberlain, SD, Chamberlain Municipal Airport

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Chamberlain, SD. A Global Positioning System (GPS) standard instrument approach procedure (SIAP) to Runway 31 has been developed for the Chamberlain Municipal Airport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed for aircraft executing the approach. The intended effect of this action is to provide controlled airspace for aircraft executing the GPS SIAP.

EFFECTIVE DATE: 0901 UTC, March 30, 1995.

FOR FURTHER INFORMATION CONTACT:

Jeffrey L. Griffith, Air Traffic Division, System Management Branch, AGL–530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (708) 294–7568.

SUPPLEMENTARY INFORMATION:

History

On November 18, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Chamberlain, SD (59 FR 59665). The proposal was to add controlled airspace extending from 700 feet to 1200 feet AGL to contain Instrument Flight Rules (IFR) operations in controlled airspace during portions of the terminal operation and while transiting between the enroute and terminal environments. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations are published in Paragraph 6005 of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR

71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

The amendment to part 71 of the Federal Aviation Regulations establishes Class E airspace to Chamberlain, SD, to establish controlled airspace from 700 feet to 1200 feet AGL for aircraft executing the GPS Runway 31 SIAP at the Chamberlain Municipal Airport. Controlled airspace extending from 700 to 1200 feet AGL is needed for aircraft executing the approach.

Aeronautical maps and charts will reflect the defined area which will enable pilots to circumnavigate the area in order to comply with applicable visual flight rule requirements.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only effect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

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